

# THE EVENING BULLETIN.

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**CALIFORNIA FIG SYRUP CO.**  
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## LISTENERS,

Says the proverb, hear no good of themselves, but we want it borne in mind by every reader of this that there are times when

## It Pays to Listen!



## This Woman

learned, by listening, that the cheapest place in town to buy

## Furniture

is at HENRY ORT'S. I desire to impress on every citizen of Mason, Fleming, Robertson, Bracken and Lewis counties, and the City of Maysville, that it pays to listen when I give prices on Furniture. Pin back your ears: there is money to be made by buying at

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## CHATSWORTH No. 2

### Frightful Wreck on the Lehigh Valley Railroad.

#### TWO SECTIONS OF AN EXCURSION TRAIN CRASH TOGETHER.

#### FULLY FIFTY PEOPLE KNOWN TO HAVE BEEN KILLED.

About Forty Injured, Some of Whom May Die—The Victims All Catholics Returning from a Church Celebration at Hazleton—Scenes About the Wreck Heartrending in the Extreme—The Cause of the Accident Not Definitely Known.

WILKESBARRE, Pa., Oct. 12.—A frightful collision occurred between two sections of an excursion train on the Lehigh Valley road about 9 o'clock Wednesday night at Mud Run station.

The excursion was from Wilkesbarre to Hazleton, where there was a Catholic temperance celebration. The excursion was very large, and consisted of thousands from all over the Scranton diocese, from Luzerne and Lackawanna counties.

The fourth and fifth sections of the train were the ones involved. They were returning home, every car crowded, when in some way yet to be explained, the rear train crashed in the back end of the front section. The wreck was fearful. Some of the cars were splintered into kindling, and others were piled up on top of each other like match boxes. Two of the cars rolled down a fifty-foot embankment into the Lehigh river, and some were crushed like egg shells against the rocky cut on the opposite side.

The most accurate information is that fifty-five were killed. The isolated location of the place and the stubborn reticence of the railroad officials makes it next to impossible to get particulars.

Passengers on the several sections of the train tell tales too horrible for belief under any other circumstances. They relate that the third section of the excursion train stood on the track a few hundred yards from Mud Run waiting for the sections ahead to get out of the way. A brakeman, so they said, had been sent back with a lantern to guard the train in the rear. Suddenly they saw a train approaching from the rear at a high rate of speed. Several who were on the rear platform jumped off and escaped. One young woman sprang, but seeing two little boys who were in her charge yet on the platform, she climbed back to rescue them, and lost her life by her daring.

In an instant the flash of a headlight illuminated the interior of the ill-fated car; there was a frightful crash, and the engine plunged her full length into the mass of humanity. The shock drove the rear car through the next one to two-thirds of its length and the second one into the third. It is not likely that a single person escaped in the rear car. The second was crowded with maimed and bleeding bodies, and the third car had but few passengers who escaped. The passengers throughout both trains were terribly shaken up and bruised. They soon swarmed upon the track and the full horror of the accident dawned upon them.

The throngs from the two trains gathered beside the telescoped engine and car, and there witnessed the most fearful sight of their lives. The shattered engine was pouring forth clouds of scalding steam and streams of water, which partly hid from human eyes many horrible sights.

As the steam and smoke cleared from the rear car its ghastly sights were better revealed. The timbers were crushed and wrenched into all sorts of shapes, while in every part hung mangled bodies and limbs.

When the shock of the first crash had subsided, the unhurt passengers began to do what they could for the unfortunate. The few light tools on the train were called into requisition, but proved feeble instruments, indeed.

The St. Francis Pioneer corps, who were on the train, piled with zeal the broadcases which were meant for holiday occasions. They were but little adapted to the work, and were soon useless. In the meantime the windows of the cars were smashed, and brave men entered and released those least hurt or least entangled.

A young lady was found caught by the legs, one of them nearly severed. One leg was quickly released. The other could not be freed, and a blow of an ax severed it from her body. She saw the blow struck and never flinched. Taking out her gold watch she handed it to an acquaintance as a gift to a friend at home. She was put on board one of the trains and given all possible care. She conversed freely and cheerfully with friends. Suddenly she gasped and fell back a corpse.

To free the bodies in the rear car the train men attached a locomotive to the wrecked engine and started to pull her out. The first movement of the shattered wreck brought from the wounded such awful signs of distress that the surrounding friends ordered the engineer to desist, on pain of his life. They did not wish to see the mangled forms still further mutilated, so the work went slowly on, but adding new terrors to the scene.

The wires had by this time been brought into requisition and the physicians of White Haven and points down the road were soon on the ground. The few houses about the spot were thrown open to the suffering, and bonfires were lighted to aid the work.

Passengers on the rear train state that they saw a train ahead when far down the road. They sprang from their seats and stared in wonder, expecting to see their train slacken speed, but in vain. Suddenly their engineer and fireman jumped. Then came the shock. The engine was maimed by Harry Cook, of Fell street, as engineer, and Hugh Gallagher, of Breweryville, as fireman. The engineer's leg was injured.

The fireman stated to one man that he saw the red light ahead and informed the engineer. Then he jumped.

The passengers gave many different accounts of the probable cause of the accident, some attributing it to the negligence of the flagman in not going back with the red light. Others say that the fourth section which ran into the third, had no air brakes. The truth could not be ascertained.

The scenes at the depot when the news was circulated abroad were heartrending indeed. It was reported that the wounded were on board and were to be taken on to Mill creek, near the hospital, to be transferred. It was learned a little later that no wounded were on board.

As the train drew up it was found to contain many from Pleasant Valley and Minoka who had left dead friends behind. As they alighted and met acquaintances their shrieks and wails were pitiful to hear.

The following is a revised list of the killed:

Mary Ellen Gorton, of Hyde Park; Andrew (or Barney) Meighan, of Pleasant Valley; Miss Kate Featherstone, of Pleasant Valley; Thomas Reddy, of Pleasant Valley; John M. Coleman and two sons, of Scranton; Owen Kilkullen, of Scranton; two daughters of Barney Meighan, of Pleasant Valley; Mike Tyrrell, of Dodge town; Mrs. Melvin, of Hyde Park; Allie Reilly, of Bellevue; Mary Connor, of Hyde Park; Mrs. Callahan, of Hyde Park; M. Gibson, of Hyde Park; E. Mulherrin, of Pleasant Valley; Richard Powell, of Hyde Park; Willie Noon, of Hyde Park; Harry Burke, of Bellevue; Minto Roane, of Dodge town; Miss Lizzie Featherstone, of Pleasant Valley; J. B. Whalen, of Pleasant Valley; Patrick Welch, of Pleasant Valley; John Welch, of Miners Mills; James Kline, of Providence; Mary Ann (or Ellen) Durken, of Scranton; John Hogan, of Winton; Anthony Mulligan, of Olyphant; Frank and Harry Jackson, of Pleasant Valley; Patrick Dolan, of Providence; Secretary Kelly, of Pleasant Valley; Mike Dolan, of Providence; John Conaboy of Minooka; a boy named Ratchford, of Minooka; Mrs. T. B. Brehoney, of Pleasant Valley; Oscar Gibbons, of Pleasant Valley; John McKeehan, of Pleasant Valley; Willie Kelly, of Pleasant Valley; Benj. O'Brien, of Pleasant Valley; Mrs. McAndrews and two sons, of Hyde Park; Mike Moffitt, of Bellevue; Kate Kennedy, of Hyde Park; Annie Hart, of Hyde Park; F. Mulherrin, of Minooka.

It is reported that some twenty boys, Father Matthew cadets, are also among the killed.

Two car loads of wounded were taken to St. Luke's hospital at Bethlehem.

The Cause of the Accident.

HAZELTON, Pa., Oct. 12.—Reports from the accident at Mud Run say the catastrophe was caused by the disablement of the engine drawing the first section, which necessitated its stoppage for repairs. Before a signal of warning could be dispatched, however, the section following crashed into the disabled train. Just before the collision the engineer of the fifth section jumped and escaped injury. The fireman was seriously injured.

The people of this place were greatly excited, many having friends on the train. They roamed the streets all night, and besieged every place where news from the accident was likely to be received. The newspaper office was jammed with frantic people seeking information.

The engineer who ran his train into the one ahead of him refused to be interviewed. He says that he will tell all at the right time and that his conscience is clear. Two car loads of coffins were taken to the scene of the accident.

Wreck Near Massillon, Ohio.

MASSILLON, O., Oct. 12.—A frightful collision occurred at 7 a. m. on the Cleveland, Lorain & Wheeling road, on a curve two miles south of this city, between accommodation No. 5 going south and a coal train going north. Both engines and seven coal cars were wrecked. The engineers and firemen of both trains escaped injury by jumping.

Reub. Whitman, baggagemaster, was jammed in behind the stove, burned on the neck, cut on the head and his leg was badly injured; Warren Richards, a boy passenger, was thrown against a stone and cut on the head; George B. Clyde, a freight brakeman, was thrown under the cars and badly hurt.

Conductor Joseph Davy and Engineer Harry Hunt, of the coal train, are responsible. A new time card went into effect Monday. The brakeman neglected to put one into his caboose rack. The conductor looked at the old one, and saw he had thirty minutes to run from Navarra to Massillon. The accommodation under the new card left here thirty minutes earlier, hence the meeting. Loss about \$10,000.

ESCAPE FROM A MOB.

A Colored Woman Killed by a Train, and the Crew Threatened With Lynching.

BIRMINGHAM, Ala., Oct. 12.—Conductor Brantley, Engineer Brown and a freight train crew of four men on the Birmingham Mineral railroad narrowly escaped lynching yesterday afternoon. A freight train in charge of Conductor Brantley and his crew ran over and killed a colored woman, named Cora Dickson, at Smith's mines, eight miles from this city.

The woman was drunk and lying across the track. The engineer blew his whistle, but did not slacken the speed of his train. The train passed over the woman and her body was ground into fragments. The train was stopped and some of the crew took a shovel and threw the fragments of the body from the track.

About two hundred negro miners had witnessed the accident, and when they saw the crew handle the woman's body in such a manner they became indignant. Many of them were drinking and nearly all were armed. They surrounded the train with drawn pistols, and swore they would lynch the entire crew.

While five of the negroes went to a store near by, the entire crew of the train got on the engine, and a brakeman stealthily uncoupled it from the train. Then Engineer Lawson pulled the throttle open and the engine started toward the city at a lively rate. A number of shots were fired at the men on the engine as it dashed away, but no damage was done beyond breaking the cab windows. The superintendent of the road notified the crew that the first man who gave the story to the newspapers would lose his job.

## Yerkes Stands Firm

### AND THE CHICAGO STREET CAR STRIKE STILL CONTINUES.

#### TRACKS OBSTRUCTED TO PREVENT THE RUNNING OF CARS.

Even the Rails are Pulled Up and Carried Away—The Strikers Ordered to Report at the Different Barns and See That No Cars are Run Out—A Rumor That the Settlement of the Strike is Near.

CHICAGO, Oct. 12.—Soon after 1 a. m. Mayor Roche, who had acted as peacemaker, gave Mr. Yerkes' refusal to treat further with the men from both the North and West Sides, except to offer the opposition he made Monday night. That the strikers' committee indignantly refused, and left their city hall declaring war to the end.

At 1:30 o'clock Committeeman Claus arrived at the West Side strikers' headquarters, in Seamen's hall, and announced to the large and anxious crowd that the con-



WOMEN JEERING THE NEW MEN  
ference with the mayor at the city hall had failed to bring about any compromise or settlement. President Coyne also sent an order to the strikers to report at the different barns and see that no cars were taken out under any circumstances. The men received the order with loud and determined cheering, and departed for home in a sullen and fighting humor.

The riotous element on the North Side was busy during the night. On the Sedgwick street line the strikers, or their sympathizers, had pulled up the rails at two points along the road—at Menominee street and at Wisconsin street. Obstructions were also placed along the track. The rails had not only been pulled up, but had been carried away.

Six cars started from the Sedgwick street barns at 6:30 a. m. They were loaded with police, who looked more determined than ever. The cars had to stop every few min-



INTER-MURAL TRAVEL IN CHICAGO.

ates in order that the tracks might be cleared, and while this was being done the crowds along the streets set up their usual yell. Where the rails were torn up the cars were dragged over the street until the track was reached again.

On the Garfield avenue line the cars started early, and but few obstructions were met with. The police were watchful, and it was plain to be seen that their demeanor toward the strikers had changed, and any attempt at violence would have been met by a decidedly counter response from the blue coats.

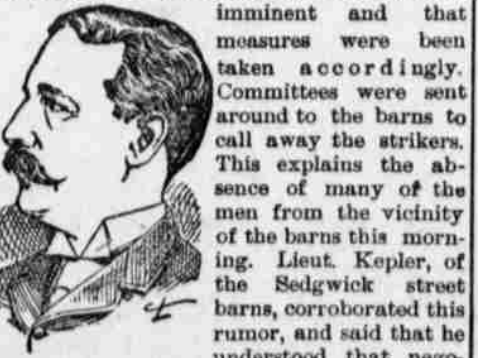
Superintendent Thredy was seen at his office. He said: "Cars are being run on the Sedgwick street, Garfield avenue and State street lines. No attempt will be made now to start up any of the other branches."

LATER.—At noon the crowd of strikers at the Western avenue car barns were surprised by the arrival of a bus which contained twenty-three new drivers and conductors. The vehicle in which they came was escorted by two police patrol wagons, Capt. Aldrich and Lieut. Shea being in command of the force.

The officers at once ordered the crowd to disperse, and some of them refused to obey. They arrested nine strikers whose names could not be learned.

Negotiations Toward a Settlement.

CHICAGO, Oct. 12.—It was announced this morning that a settlement of the strike was imminent and that measures were being taken accordingly.



PRESIDENT YERKES' TALKS TOWARD A SETTLEMENT WERE IN PROGRESS.

Bombarded by Highwaymen.

NORWALK, O., Oct. 12.—A few evenings since Amos Silcox, of Hartland township, was attacked by three highwaymen, who dragged him from his buggy and attempted to rob him. Being powerful and quick, he knocked them down and escaped, but they followed him home and opened a lively fusillade, to which he responded with a revolver and shotgun, driving them off. No clew could be found, although the matter was kept quiet until to-day.

Robert Garrett Improving.

NEW YORK, Oct. 11.—The Times' special from Ringwood says that Robert Garrett appears to be steadily improving, mentally and physically.

## LIKE THE NIHILISTS, The German Revolutionists Seek Their Ruler's Life—Foreign Notes.

LONDON, Oct. 12.—It is as now as much a war to the death between the German revolutionists and their ruler as it has been for years between the czar and the Nihilists, and for the future it will be an unceasing contest between official watchfulness and a determined cunning that will be content to wait for years a favorable opportunity.

An added cause for offense has been given to the Liberals by the priority of the kaiser's visit to his holiness. King Humbert willingly agreed to the arrangement as a meaningless diplomatic compliment but it is well known that some of his cabinet were averse to the program while even conservative citizens are loudly indignant at what they consider their monarch's lack of proper dignity. The irredentists are rather pleased than otherwise, for they can refer to the incident as another proof of the threatened retrogression toward despotism and the impossibility of attaining liberty while a fragment of monarchical government remains.

It is confidently stated that lots were drawn in Switzerland and Italy, and that the persons thus chosen to shorten the emperor's reign were two Germans and one Italian and the weapons decided upon were single-barreled pistols of heavy calibre. The time chosen was the moment when the proposed royal victim should set his foot upon the first step of the grand stair case of the Vatican. The shots were not to be fired simultaneously, and whether the first marksman missed his aim or not the other two were to press forward while the attention of the throng was drawn to the struggle between the police and the assassin and deliberately kill the emperor during the confusion.

An anonymous telegram from the Swiss border gave these details and the descriptions of the selected German Socialists to the Italian authorities and their watchfulness prevented the coolly arranged plan from being carried out. Several arrests have been made as a display of activity and in the hope of eliciting some information concerning the plotters against the German monarch's life, but they have eluded detection as yet, and, if reports be true, have friends and sympathizers enough in every grade of society who will conceal them until an opportunity occurs of escaping from the country.

A temperament, such as that of the German emperor, the life, like that of a hunted animal, which is led by the czar, would be unendurable, and the German police have a task of no ordinary magnitude in shielding him against the attacks of assassins, considering the opportunities given to the latter by William's out-of-door life.

A War of Subjugation.

BERLIN, Oct. 12.—The Boersen Zeitung says that the reichstag will be convoked earlier than usual; that Prince Bismarck will ask a credit for energetic military action in Africa, and that Prince Henry will command the squadron which it is proposed to send there.

Thus Germany throws off her disguise and acknowledges that the East African company, like all others operating in the dark continent, was chartered as the government's agent to effect the subjugation of the dusky denizens.

Foreign Notes.

The French government will see to it that the late decree for the registration of foreigners is not rendered vexatious to Americans.

The marriage of the duke of Sparta, the crown prince of Greece, and Princess Sophie of Prussia, has been fixed for October, 1889.

German booksellers have ordered 75,000 copies of Dr. McKenzie's history of the case of the late Emperor Frederick. The work will be ready for sale in England on Monday next.

The Pall Mall Gazette charges Sir Charles Warren, metropolitan police commissioner, with erasing the writing that the White-chapel murderer left on a wall at the scene of one of the murders before it had been photographed.

Emperor William bade farewell to Emperor Francis Joseph, the king of Saxony and the regent of Bavaria at Murnauschlag, Styria, Wednesday, and departed for Rome, Emperor Francis Joseph and others returning to Vienna.

The Indian government has issued to the rebellious Black mountain tribes a proclamation informing them that if the government's conditional offer of amnesty is not accepted by October 15 a wholesale destruction of their crops will be begun.

Twenty thousand coal miners in Yorkshire, England, have given notice that they will strike unless the 10 per cent advance which they demanded in their wages is conceded. It is expected that fifty thousand miners will give notice of a strike before the end of this week.

An Indiana Train Robbery.

WARSAW, Ind., Oct. 12.—Five men who were hanging around the Blaine meeting at Goshen Wednesday, attempted to rob the Cincinnati, Wabash & Michigan passenger train between Goshen and Warsaw this morning, while en route to Indianapolis. The men deliberately went through the train, roughly handling several passengers who resisted, and secured a considerable amount of money. Conductor Wells succeeded in telegraphing ahead, and police officers arrested three of the robbers at Warsaw. A posse is after the others.

Fire-Bugs in an Ohio Village.

AKRON, O., Oct. 12.—The people of Greensburg, this county, are very much excited over terrible work being done by fire-bugs in that vicinity, six large barns with contents having been burned within the year. The last one burned Wednesday morning, with three head of cattle, one horse, six hundred bushels of wheat, all this year's farm crop and farm implements, belonging to Jesse Rogers. The loss is \$2,500, with no insurance. A vigilance committee is on the alert for the unknown incendiary.

Dynamite at Knoxville.

KNOXVILLE, Tenn., Oct. 12.—People in the business center of the city were startled Wednesday night about 8 o'clock by a loud explosion as a street car passed along Gay street. The car was thrown from the track and the driver, M. E. Dykes, badly injured in the spine. Investigation proved the explosion to be dynamite.